NATIONAL ADVISORY COMMITTEE FOR AERONAUTICS

TECHNICAL NOTE 3220

AERODYNAMIC LOADS ON A LEADING-EDGE FLAP AND A LEADING-

EDGE SLAT ON THE NACA 64A010 AIRFOIL SECTION

By John A. Kelly and George B. McCullough

Ames Aeronautical Laboratory
Moffett Field, Calif.



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SUMMARY

A previous report, NACA TN 3007, gave force and moment data for the NACA 64A010 airfoil section equipped alternately with a flap and a slat at the leading edge, and with a split flap and a double-slotted flap at the trailing edge. The present report presents the chordwise distributions of pressure measured concurrently with the force and moment data of NACA TN 3007. The pressure data for the leading-edge flap and slat have been converted into coefficients of normal force, chord force, and moment based on the geometry of the leading-edge device.

INTRODUCTION

Considerable information on the aerodynamic characteristics of wings equipped with leading-edge flaps or slats is available, but there are relatively few data on the loads acting on these devices. A previous report, reference 1, gave lift and pitching-moment data for the NACA 64AO10 airfoil section equipped alternately with a flap and a slat at the leading edge, and with a split flap and a double-slotted flap at the trailing edge. Optimum settings, from the standpoint of maximum lift, were determined for the leading-edge devices. Additional data for the same airfoil section equipped with a leading-edge slat are given in reference 2 for a wide range of subsonic Mach numbers. The present report presents loads data derived from the chordwise distributions of pressure measured concurrently with the force and moment data reported in reference 1. Most of the pressure data are presented herein in tabular form.

The tests were conducted in the Ames 7- by 10-foot wind tunnel No. 1 at a Reynolds number of 6 million (Mach number 0.17).

NOTATION

The sign convention and reference axes for the various force and moment coefficients are shown in figure 1.

eı	airfoil section lift coefficient1						• .	
c_n	leading-edge-flap or -slat normal-for	ce coefficien	t²				<i>-</i>	-
cc	leading-edge-flap or -slat chord-forc	e coefficient	2					
$\mathbf{e}_{\mathtt{h_N}}$	leading-edge-flap hinge-moment coeffic	cient ²				» t		=
c_{m_S}	leading-edge-slat moment coefficient2							-
P	pressure coefficient, pl-po	· -			-	-	Ī	=
Pl	local static pressure on model surface	e, lb/sq ft						-
p_o	free-stream static pressure, lb/sq ft				•:	:	-	-
g _o	free-stream dynamic pressure, lb/sq f	t					-	_
R	Reynolds number1						•	-
$\mathbf{x}_{B},\mathbf{y}_{B}$	coordinates of slat reference point, p	percent airfo	il chord		•	•		4.
αο	section angle of attack, deg	-			_			-
δ	angular deflection of high-lift device	deg -deg						
	Subscripts						٠	
N	leading-edge flap			•			,	Ŧ
8	leading-edge slat				· _		=	
sf	split flap at the trailing edge	±. '			-			-
dsf	double-slotted flap at the trailing ed	lge					-	-
	MODEL	:= .						
T	he model was a 5-foot-chord NACA 64A010	airfoil equ	ipped with	eit	her		-	_

The model was a 5-foot-chord NACA 64A010 airfoil equipped with either a flap or a slat at the leading edge, and with a split or a double-slotted flap at the trailing edge. Sketches of the high-lift devices are shown in figure 2. Flush pressure orifices were built into the various components. A more complete description of the model and coordinates of its components is given in reference 1.

¹Based on total airfoil chord.

²Based on chord of leading-edge flap or slat.

TESTS AND RESULTS

The measurements made during the tests include the airfoil lift coefficient, as ascertained from the wind-tunnel balance system, and the pressures indicated by the orifices built into the various components of the model. The pressure data for the leading-edge flap or slat were converted into normal-force, chord-force, and moment coefficients based on the geometry of the leading-edge device.

Loads data were computed for several arrangements of the model, including 0° and 30° deflections of the leading-edge flap and the three optimum locations of the leading-edge slat corresponding to the three trailing-edge arrangements. (A 30° deflection of the leading-edge flap was about optimum for all trailing-edge arrangements.) The loads data are presented in figures 3 to 5, and the pressure data, in tables II to VIII. The orifice stations for the leading-edge flap were projected on the airfoil chord line for all nose-flap deflections because of the additional orifices uncovered as the flap deflection was increased. The orifice stations for all other components of the model were projected on the chord line of the respective component for both the retracted and deflected cases. A summary of the model arrangements investigated is given in table I.

Pressure data for additional deflections (15° and 45°) of the leading-edge flap are given in tables II to IV, and for intermediate positions of the leading-edge slat, in table VIII. The latter data are included to assist with analyses concerned with automatic operation of the slat.

DISCUSSION

Inspection of figure 3 shows that the variations of the flap normal-force and hinge-moment coefficients with airfoil lift coefficient were nearly linear. Deflecting the leading-edge flap or either of the trailing-edge flaps shifted the curves, so that for a given value of the airfoil lift coefficient, the loads acting on the leading-edge flap were less than with the flap undeflected. The maximum load on the leading-edge flap occurred with the leading-edge flap deflected in combination with the split flap at the trailing edge, although greater maximum lift for the airfoil was attained with the double-slotted flap.

The variations of normal-force and moment coefficients with lift coefficient for the leading-edge slat (figs. 4 and 5) were not radically different from those for the leading-edge flap. The variations were, however, less linear, and the signs of the moment coefficients were reversed because of the different moment centers employed in the two

SThe static pressure coefficient in the interior of the leading-edge flap was essentially zero.

cases. A comparison of the normal-force coefficients for the leading-edge slat extended and for the leading-edge flap deflected 30° shows that the load acting on the leading-edge flap was greater than the load acting on the leading-edge slat for the same trailing-edge arrangement and value of airfoil lift coefficient.

Ames Aeronautical Laboratory
National Advisory Committee for Aeronautics
Moffett Field, Calif., Apr. 23, 1954

REFERENCES

- 1. Kelly, John A., and Hayter, Nora-Lee F.: Lift and Pitching Moment at Low Speeds of the NACA 64AOlO Airfoil Section Equipped with Various Combinations of a Leading-Edge Slat, Leading-Edge Flap, Split Flap, and Double-Slotted Flap. NACA TN 3007, 1953.
- 2. Axelson, John A., and Stevens, George L.: Investigation of a Slat in Several Different Positions on a NACA 64A010 Airfoil for a Wide Range of Subsonic Mach Numbers. NACA TN 3129, 1954.

5

TABLE I.- MODEL ARRANGEMENTS

Leading-edge flap	Leading-edge slat	Trailing-edge flap	Loads data fig. no.	Pressure data table no.
$\delta_{N}=0^{\circ}, 30^{\circ}$ $\delta_{N}=0^{\circ}, 30^{\circ}$ $\delta_{N}=0^{\circ}, 30^{\circ}$	 	None Split flap, $\delta_{ m sf}=60^{ m o}$ Double-slotted flap, $\delta_{ m dsf}=52.7^{ m o}$	333	IA III II
	Retracted	Nonel Split flap, $\delta_{\rm sf}$ =60° Double-slotted flap, $\delta_{\rm dsf}$ =52.7°	4,5 4 5	AII AI
	Optimum for no trailing-edge flap, xs=9.2, ys=-8.7, \delta_s=25.60	None Split flap, $\delta_{\rm sf}=60^{\rm o}$ Double-slotted flap, $\delta_{\rm dsf}=52.7^{\rm o}$	4 4 5	v
	Optimum for split flap deflected 60° $x_8=8.2$, $y_8=-9.3$, $\delta_8=29.1°$	None Split flap, 8 _{sf} =60°	j+	
	Optimum for double- slotted flap deflec- ted 52.7° $x_{8}=7.9$, $y_{8}=-8.1$, $\delta_{8}=26.1^{\circ}$	None Double-slotted flap, 8 _{dsf} =52.7 ⁰	5 5	VII

Data denoted as being for the model with leading-edge slat retracted and no trailing-edge flap were actually obtained with the double-slotted flap retracted. (See ref. 1.)

TABLE II.- PRESSURE DISTRIBUTION FOR THE NACA 64A010 AIRFOIL SECTION WITH A LEADING-EDGE FLAP (a) $\delta_N = 0^{\circ}$

Airfoil section lift coefficient, c ₁		0.01	0.	23	0.	kg .	0.	.66	0.	86	1.	.05	1.	.10	1.	.oa
Chordwise Station (Percent airfoil chord)	Upper	Lorer	Upper	Lover	Upper	Lover	Upper	Lower	Upper	Lower	Upper	Lower	Upper	Lover	Upper	Lover
0,785,525,85	89.23519.58917 1444 582353888884179869857	- 8 보 8 년 8 명 기 기 및 리 의 의 의 의 의 의 의 의 의 의 의 의 의 의 의 의 의 의	0.27784995783855	0.94 1.00 92 766 50 31 23 1.06 0 01 11 12 20 16 14 15 05 05 05 05 05 05 05 0	411679262197 - 7447 	1384568868443411150559998559985581	######################################	H d K & 8 & E & K & E & G & S & S & S & S & S & S & S & S & S	000576926749 - 3572 - 405958868625782158069	-3363457559988855 - 14 - 3869151865555686119111	497年での445943 - 65大4 - 334 11.99257565×473932158日の58	-5.87 -3.17 -1.59 -27 .80 1.00 .99 .80 .70 -1.55 .92 .19 .14 .12 .12 .12 .12 .10	9.0.2.1.2.1.0.7.5.3.3.2.1.1.1.1.1.2.385766574799921580.007	-6.47 -3.63 -1.96 -1.00	-1.77万万万万千4445 -1.17万万万万千4445 -1.100 -1.000	POSSESSESSESSESSESSESSESSESSESSESSESSESSE

TABLE II.- PRESSURE DISTRIBUTION FOR THE NACA 64A010 AIRFOIL SECTION WITH A LEADING-EDGE FLAP AND NO TRAILING-EDGE FLAP - Continued (b) $\delta_{\rm N}=15^{\rm o}$

Airfoil section lift coefficient,		-0,04	0.	.41	0.	.85	1.	.05	1.	.24	1	. 4 3.	1	.49	1	.46
Chordwise station (percent airfoll chord)	Upper	Lover	Upper	Lower	Upper	Lower	Upper	Lower	Трумг	Lower	Upper	Lower	Upper	Lower	Upper	Lower
Upper Lower		ļ														
-0.48 -0.36 -0.49 -0.49 -0.37 -0.37 -0.39	-0.94 -67 -67 -67 -67 -67 -67 -67 -67 -67 -67	-2.27 -2.86 -2.37 -2.62 -1.12 -1.96 -1.12 -1.96 -1.12 -1.96 -1.12 -1.96 -1.12 -1.96 -1.12 -1.96 -1.12 -1.96 -1.12 -1.96 -1.12 -1.96 -1.12 -1.96 -1.12 -1.96 -1.12 -1.96 -1.12 -1.96 -1.12 -1.96 -1.12 -1.96	0.000 0.000	0.738 1.04 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05	9-1-4-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-	0.55 .900.1.00 .865 .55 .55 .55 .55 .55 .55 .55 .55 .55	-1.388.699.01.37 -1.389.699.01.388.01.37 -1.389.699.01.388.01.37 -1.389.699.01.388.01.399.01.388.01.399.01.	-0.69	\$26.844	770338705988767 - 6	\$88888888885 \$889\$	44	-7-10:11-160 51 11-160 51	-6.84 -3.477 -3.85 -7.100 -9.85 	\$410886687772 \7383688888738788848655484888 \$410886657722 \738368888738788848655484888	

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TABLE II.- PRESSURE DISTRIBUTION FOR THE NACA 64A010 AIRFOIL SECTION WITH A LEADING-EDGE FLAP AND NO TRAILING-EDGE FLAP - Continued (c) $\delta_{\rm N}=30^{\rm O}$

Air sectio coeffi	cient,		-o.a1	b.	48	0.	91	1.	27	1,	43	1	.72	1,	5 8	1,	**
	e station airfoil rd)	Opper	Lover	Upper	Lower	Upper	Lorer	Upper	Lower	Opper	Lower	Upper	Lower	Upper	Lover	Upper	Lore
pper.	Lower		L														
1.7	1.91	-0.60	-0.58	-0.40	-0.29	-0.05	-0.64	0.95	0.73	0.95	1.00	0.77	0.99	0.48	0.84	0.92	0.9
1.77	2.11	72	56	15	27	.40	-1,01	-97	.46	-75	.ge	- 43	1.00	.05	-99	.67	.8
	2.35	- 42	58	.30	27	.83	-r.a	.91 .68	-31	-36		11	.95 .86	61	-99	.27	
1.47	2.62	.14	77	1.1	27	-99	81	.48	.26	04	·2	왔	.50	-1.05	.99 .94 .88	13	7
1.48	2.91	.92 .80	57	.90	~.27	388	70		.23	26	.65	74	.79		.81	36	1
1.72	3.45		56	-99	86	.94	37	.31	.35	38	.58	80	.66	-1.01	.01	1.45	1
	4.66 5.42	.97	- 56 - 56	.88	26 26	.70	01 .12	.20	-34	- 39	-57	72 77	.66	-1.00	.73 .71	- 7	1
2.27	6.66	1.02	-:33	.79	-27	.72 .36	35	-39 18	.98 .48	63	.57	86	.67	1.07	1 :2	66	1
2.70	8.98	.91 .84			-27	.13	:33	1.40	.60	63	:68	-1.03	.71	-1.01	1.1	86	1 3
3.59 5.02	11.03	.04	58	27	- 27		:5		.71		.76	-1.03	79	-1-21	.75	-,00	
6.51	13.82	37		.a.		57	1 .: ~	-1,12	- :/:	-1.55		-1.67		-1.82		-1.49	l _ :'
2.00	16.5	.07	60	37	-29	-1.03	.55	-1,64	.84	2.00	.90	-2.26	.91	-2.12	.92	2.05	
(·i3	10.5	72		-1.36		2.29	1.:2	-1.00		-3.72		-3.99	- :	-4.14	-:-	-3.75	I
7.73 8.96 9.4		-1.18		1.9		-3.06		-3.09 -4.00		4.71		-5.00		-5.27		7.53	
9.7		-1.48	122	e.11		3.16		4.47		-5.00		- 561		-1.70		-1,98	\ -
9.9		-1.87		2.76		-3.48		-5.17		-5.29 -6.00		-5-61 -6-29		-2.79 -6.48		1.61	
0.0		-2.11		3.01		-4.31		-5.46		-6.32		-6.69		-6.81		-5.61 -5.88	l
1.48		-2.22		-3.21		4.30		-3.30		-6.32		-6.69		-6.77		-5.88 -1.01	l
2.1		-1.43		-2.05		-2.92		-5.50 -3.69		-1.25		-4.46		-4.61		4.01	
2,7		-E.13		-2.93		4.01		-4.86	1	4.94		み 扱 -588 -58		-2.23 -5.94 -4.61	:	4.29	
3.34		-1.98		-2.62		-3.75		4.32				-3.82		-5.94		-5.17) <u> </u>
3.35		-1.72		-2.30		-3.14		-3.86		-7.79 -1.36		-1.23		-4.61		1.09	
7		-1.03		-1.44		-2.00		-0.49		-2.83		-2.96		-3.05		-2.64	
io i	20	86	29	-1.20	29	-1.65	,62	-2.03	.74	-2.30	.76	-2.39	.78	-2.46	.76	-2.13] :
5	25	73	62	98	29	-1.33	:2	-1.60	.61	-1.19	.66	-1.85	.68	-1.88	.71	-1.64	
Ó	90	61	64	86	31	-1.14		-1.36	:급	-1.51	.76	-1.55	-79	-1.58	.62	-1.38	1
5	25 30 37 40	63	65	-,80	27	-1.03	-33	-1.67		-1.33		-1.36	20	-1.36	:33	-1,21	•'
iO .	No.	60	87	73	18	94 82	.26	-1.09	-35	-1.17	.11	-1,19		-1.20	.48	-1.07	-3
5	45	55	67	66	08	82	-21	94	.31	-1.01	-37	-1.03	-70	-1.01	.43	96 87	_ 4
D	59.88	- 70	63	- 76	01	70	.18	81	.27	87	-33	87	.36	86	.59 .55 .53 .53 .53 .53 .53 .53	07	3
5	一 27 .	- 45	∌	- 19	07	60	.16	68	.25	72	29	72	.33	71	.36	82	1 -
0	, <u>60</u>	40	- 2	44	08	끊	-14	27	.99	61	26	-:27	.30	- 2	•33	76	١.
2	6	3k		36	08		1.2		.21	49	2				.30	75	
0	70	29	51	29	08	34	.14	36	.21	56		36	.26 .24	35	-20	7	1 :
2 .	13	24	29	23	-,06	25	.13	26	.20	-,28	-22	26		- 25	360	- 68	
0	, <u>po</u>	20		16	06	18	.14	18	.18	18	-20	17	-90	17	-25	65	
2	85	16	16	~.11	.09	09	-73	10	.17	17	1.18	10	.20	10	18	61	1:
Ü	90	12	10	04	-10	09	.13	02	.13	04	.16	04	.17	05	13 18 81	- 2	
50	95 97-5	08	08	.08	.10	.06	.19	.05	1 :::	01	-13	.01 .03	1 12	ar	.09	133	-3
71.7	71.2	05	05	.00	, .w	رب. ا	1 12	1 .00		1 .04		.03	• • • •	, ,		7	,

TABLE II.- PRESSURE DISTRIBUTION FOR THE NACA 64A010 AIRFOIL SECTION WITH A LEADING-EDGE FLAP AND NO TRAILING-EDGE FLAP - Concluded (d) $8_{\rm N} = 45^{\rm O}$

Air. sectio coeffic c	cient,	0.	11	0.9	7 9	1.0	u.	1.5	y B	1.5	75	1.6	Se.	1.4	66	0.9	92
Chordria (percent cho		Upper	Lower	Upper	Lower	Upper	Lover	Upper	Lover	Upper	Lower	Upper	lore	Opper	Lower	Opper	Lower
Upper	Lover																
0.00.00 .00.00 .572 8.84 10.14 11.7 12.8 80.8 10.14 11.7 11.7 10.8 10.8 10.8 10.8 10.8 10.8 10.8 10.8	0.4.67.4.8.3.7.6.0.4.6.5.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1		88884428888888888888888888888888888888	0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		0 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 -	985年9月99日9日9日9日9日9日9日9日9日9日9日9日9日9日9日9日9日9日	88888824288 \$888888888888888888888888888888888	はある。日本の本では、「お」、「「「これ」、「これ」、「これ、「これ、「これ、「これ、「これ、「これ、「これ、「これ、」、「これ、「これ、「これ、「これ、「これ、「これ、「これ、「これ、「これ、「これ	47-17-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-	714868850888888888888888888888888888888888	ጜፈተልተልዩቋያል - ይደቒሕኒፍድተያያያ ን ቋድንቋደዊድተያ ተፈላፈት መተወደዋ ተልተቀቀቀቀቀቀቀቀቀቀቀቀቀቀ	4.060.1568.84.84.84.85.1768.65.474.95.51.227.54.217	**************************************	-1.07 1.70 97 9.86 89 79 1.65 6.50 9.94 9.75 9.85 9.95 9.95 9.95 9.95 9.95 9.95 9.9	1.144417777.174444777777777777777.1.	0.380 .980 .980 .980 .980 .980 .980 .980 .9
95 97.5	95 97.5	.39	.45 .65	.65	.10	.06	.13	.07	.12	8.5	.10	.02	.12	50	.12	79 76	95 46

table iii.- pressure distribution for the NACA 64A010 airfoil section with a leading-edge flap and split flap deflected 60° (a) $\delta_{\rm N}$ = 0°

Airfoil section lift coefficient, c ₁	0.5	5l4	0.9	p6	1.3	37	1.5	56	1.6	87	1.6	31.	1.8	37	1.6	33
Churdwise Station (Percent airfoil chord)	Upper	Lower	Upper	Lower	Upper	Lower	Upper	Lover	Upper	Lower	Upper	Lower	Upper	Lower	Upper	Lower
0 .05 .3 .5 .5 .5 .5 .5 .5 .5 .5 .5 .5 .5 .5 .5	0.83 9.96 7.75 2.16 9.01 - 1.26 - 3.36 - 3.75 - 75 - 75 - 75 - 75 - 75 - 75 - 75 -	- 10 - 23 - 36 - 36 - 36 - 36 - 36 - 36 - 36	0.28 -1.50 -	0.77 .99 1.00 .93 .84 .70 .43 .89 .84 .94 .94 .94 .95 .98 .98 .98 .99 .88 .99 .88 .99 .88 .99 .88 .99 .99	の ララット ラット ラット ラット ラット ラット ラット ラッ	2.03 -2.05 -	-6.66 -7.73 -9.06 -6.14 -3.77 -1.66 -1.55 -1.23		8.774 -11.99 -10.915 -2.18.62 -1.1.19 -1.10 -1.10 -1.10 -1.10 -1.10 -1.10 -1.10 -1.10 -1.10 -1.10 -1.10 -1.10 -1.10 -1.10 -1.10 -1.10	-6.02 -3.33 -1.71 -337 -1.00 -94 -1.00 -94 -1.00 -94 -1.00 -94 -1.00 -1.	-10.64 -11.98 -12.98 -12.64 -1.67 -1.67 -1.54 -1.55 -1.89 -1		4.3736439463 -4.394639463 -2.24 -2.24 -2.24 -1.26 -1.1	-3.147337669.0979.8873 -1.5737669.0979.8873 -57350999.0756.68747787677878	\$\$\$6\$\\$\$\\$\$\\$\\$\\$\$\$\$\$\\$\$\$\$\$\\$\\$\$\$\$\$\$\$\$\$	AH

TABLE III.- PRESSURE DISTRIBUTION FOR THE NACA 64A010 AIRFOIL SECTION WITH A LEADING-EDGE FLAP AND SPLIT FLAP DEFLECTED $60^{\rm o}$ - Continued (b) $8_{\rm N}$ = $15^{\rm o}$

Airfoil section lift coefficient, o ₁	0.	71	1.:	12	1.	72	T.	73	1.	91	2,	08	2.	17	2.1	25
Chardwise station (Percent airfail abord)	Opper	Lower	Upper	Lower	Upper	Lower	Upper	Lover	Upper	Lower	Upper	Lover	Upper	Lower	Upper	Lower
Upper Lower																L
	\$	ध्रुत्वक्षत्रभूत्रकात् । अः । । । तेत्रम्नवक्षत्रकात्रकात्रकात्रकात्रकात्रकात्रकात्रका	\$\$\$\$\$\$\$\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\	8.8.8.8.2.2.2.8.2.8.2.1.1.1.1.1.1.1.1.1.	9444444444444458845884589555886658865688656	1. 13. 13. 13. 13. 13. 13. 13. 13. 13. 1	\$\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\	494459848478 P P	5497544744 9494479444188888888888888888888888888888	74	\$\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\	\$	\$14.7.7.5.5.8.8.8.8.8.8.8.8.8.8.8.8.8.8.8.8	8664992856955 88	25.088.688.8888. 446.868888688885588888888888888888888888	9.88 7.40 64 1

TABLE III.- PRESSURE DISTRIBUTION FOR THE NACA 64A010 AIRFOIL SECTION WITH A LEADING-EDGE FLAP AND SPLIT FLAP DEFLECTED 60° - Continued (c) $8_{\rm N}$ = 30°

Airfuil section lift coefficient, c ₁	1.3	28	1.0	56	2.	03	2.	20	2.	35	2.	44	2.	1 1	2.	ग
Chordwise station (Percent airfoil chord)	Uppar	Lower	Upper	Lower	Upper	Lower	Opper-	Lover	Upper	Lover	Upper	Lower	Upper	Lower	Upper	Lower
Upper Lower				ļ												
0.10 0.27 0.27 0.27 0.27 0.27 0.27 1.24 1.3.1 1.4.1 1.4.2 1.4.2 1.4.5 1.4.5 1.4.6 1.4	0.568.9968.705.307.00 -1-2-2-3-2-2-2-1-1-1-1-1-1-1-1-1-1-1-1-1	1945 34 10 08 17 9 9 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	0. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1.	5.5.5.5.5.5.5.5.5.5.5.5.5.5.5.5.5.5.5.			42444245444444444444444444444444444444	2	6.80.85.86.88.84 97.86.89.88.89.13.19.88.68.84.19.88.12.10.10.10.10.10.10.10.10.10.10.10.10.10.	684111314830599693 99 99 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	**************************************	6.397331	4 14 17 18 8 4 8 8 8 8 1 8 18 18 18 8 8 8 8 18 18 18 1	7-1-134-104-08-98-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1	**************************************	8.93 -5.30 -1.22 -3.4 -99 1.00 -99 -99 -99 -99 -99 -99 -99 -99 -99 -

TABLE III.- PRESSURE DISTRIBUTION FOR THE NACA 64A010 AIRFOIL SECTION WITH A LEADING-EDGE FLAP AND SPLIT FLAP DEFLECTED 60° - Concluded (d) $8_{\rm N}$ = 45°

Airfe section coeffici	lift iest,	1.	30	1.	64	1.	92	٤.	10	ę.	27	2.	33	٤.	35	1.	69
Chordrise s (percent si chord)	irfoil	Upper	Lover	Upper	Lower	Upper	Lower	Upper	Lover	Upper	Lower	Opper	Lover	Opper	Lover	Upper	Lowe
1.75 1.46 1.48 1.72 2.70 2.70 2.70 1.71 1.72 2.70 1.71	05	0.3584.970098899555-379714-0.888899600724753788440799878767708717	PARTANTAL A	0.775,955,852,455,153,495,959,855,855,855,855,855,855,855,855,8	0.000.0	998554554554554545454555555555555555555	මන්ස්ස් මන්ධ මයි. ම සිය මන්ත් මයි. ම සිය මන්ත් ම	0 4888 455180 - 1-1-1-5-6-7-7-5-6-7-5-8-8-8-8-8-8-8-8-8-8-8-8-8-8-8-8-8-8	0.10.994.988.77.888.49.10.10.10.10.10.10.10.10.10.10.10.10.10.	9.887112763742 1224577758712846191662488968857656	9. T.4.00 57 58 86 87 89 56 56 56 56 56 56 56 56 56 56 56 56 56		-0.13 1.79 6.00 9.89 9.99 9.99 9.99 9.99 9.99 9.99 9	1.0583.18818889 1.252852942653898388883867941971-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1	-0.371.9990.994.99.99.99.99.99.99.99.99.99.99.99.99	0.866.51.564.56.5.56.56.56.56.56.56.56.56.56.56.56.5	0.5. £. £. £. £. £. £. £. £. £. £. £. £. £.

TABLE IV.- PRESSURE DISTRIBUTION FOR THE NACA 64AO10 AIRFOIL SECTION WITH A LEADING-EDGE FLAP AND A DOUBLE-SLOTTED FLAP DEFLECTED 52.7° (a) $\delta_{\rm N}=0^{\rm o}$

Airfuil motion lift	1.	ON.	1.	48	1.	No.	2.	On .	2.	18	9.	05.	2.	a.c	2.1	
ecefficient,	_		-	_	-	_	l "	_			•	~	20,	30	2.2	,
Charchetian Station (Persent airfed) chard.)	Ugper	Lower	Ngger:	low	Upper	Lower	1 gar	Lower	Upper	Lower	Diger	lower	j	Lower	Other	Low
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STATES OF THE PROPERTY OF THE	कुर्म वृह्यसम्भातम् । १ । भवनम् मृत्यकृत्वहरू वृह्	1411411119998	50000000000000000000000000000000000000	9.57 P. 4.5 P. 3.3 S. 5.5 S. 5	-0.69 -1.73 -2.74 -1.86 -1.86 -1.96 -1.06	or see see see see see see see see see se	4.88 	1999458845888 3 199459588888	うちゃううちゃきゃった。かっかんかんかいからななない	PRESENTATION AND PRESENTATION	\$2845989595858 P 54858884438	्रभ्रहत्वस्य । स्टब्स्ट्रस्य । स्टब्स्ट्रस्य । स्टब्स्ट्रस्य । स्टब्स्ट्रस्य । स्टब्स्ट्रस्य । स्टब्स्ट्रस्य ।	भ्रत्यत्त्रप्रसम्भागः । त्राः स्थापक्षत्तं अस्तरम् । चन्ने स्त्री में रेनेनेवेचे ने नेनेवेचे नेनेवेचे	**************************************	の現在の別の当の別をは知。 他、他の日本にののななながある。 マップライル・マップライブ・・・・・・・・・・・・・・・・・・・・・・・・・・・・・・・・・・・・	-3.
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0 1 2 3 1	-3-27 -6-51	0.99 .73 .76	-2.50 -3.75 -2.42	9.65 Y 50 C	-1.95 -2.77 -1.58	8 1 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	-1.52 -2.73 -1.52	कृत्यक्षक्ष्र व	-1.88 -2.72 -1.90	Section of	-1.84 -2.69 -1.87	**************************************	다. 구 역 역	99.29.29.29.29.29.29.29.29.29.29.29.29.2	-0.88 -1.71 -1.27	0.
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TABLE IV.- PRESSURE DISTRIBUTION FOR THE NACA 64A010 AIRFOIL SECTION WITH A LEADING-EDGE FLAP AND A DOUBLE-SLOTTED FLAP DEFLECTED 52.7° - Continued (b) $8_{N} = 15^{\circ}$

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Chartyles (paramet show	station styfeil	Upper	Lawer	Upper	Lover	Opper	Low	Digeor	Long	Upper	Some	Upper	Low	Oppor	Lower	Oppor	læ
Oppor	Lower					<u> </u>								<u> </u>			<u> </u>
の「一」では、100mの		0.75 .00 .00 .00 .00 .00 .00 .00 .00 .00 .0	1.0000100000000000000000000000000000000	0.95 90.00 90 90.00 90.00 90.00 90.00 90.00 90.00 90.00 90.00 90.00 90.00 90.0	**************************************		· · · · · · · · · · · · · · · · · · ·	つようううようをもませる。うつううをもしなるからなからガガガル	Han A	· 不是有有的人可以是有一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个	15日表出版 B · · · · · · · · · · · · · · · · · ·	9.685 111.189.2866 111.186 111	-6.89 -1-1-2.55 -1-1-2.50	はなりませんである。 はなりまたんである。 はなりまたんである。 はなりまたんである。 はなりまたんである。 はなりまたんである。 はなりまたんである。 はなりまたんである。 はなりまたんである。 はなりまたんである。 はなりまたんである。 はなりまたんである。 はなりまたんである。 はなりたる。 はなりたる。 はなりたる。 はなりたる。 はなりたる。 はなりたる。 はなりたる。 はなりたる。 はなりたる。 はなりたる。 となりた。 となりたる。 となりたる。 となりたる。 となりたる。 となりたる。 となりたる。 となりたる。 となりた。 となりたる。 となりた。 となりた。 となりた。 となりた。 となりた。 となりた。 となりた。 となりた。 となりた。 となりた。 となりた。 となりた。 となり。 となり。 となり。 となり。 となり。 となり。 となり。 となり	-8-89 -3-137 -1-141 -1-	######################################	4.9000000000000000000000000000000000000
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TABLE IV.- PRESSURE DISTRIBUTION FOR THE NACA 64A010 AIRFOIL SECTION WITH A LEADING-EDGE FLAP AND A DOUBLE-SLOTTED FLAP DEFLECTED 52.7° - Continued (c) $\delta_{\rm N}=30^{\rm o}$

protein	field m 14ft glass,	2,0	פי	8.4	9	2,4	66	4,	in.	2.5	99	3.4	06	3.	19	3.4	25
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TABLE IV.- PRESSURE DISTRIBUTION FOR THE NACA 64A010 AIRFOIL SECTION WITH A LEADING-EDGE FLAP AND A DOUBLE-SLOTTED FLAP DEFLECTED 52.7° - Concluded (d) $8_{\rm N}$ = 45°

section confidence	fell m life misse, T	8.3		2.0	şi.	٠.	3	B.,*	P	n,	159	R.	76	я,	68	2.	4 6
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TABLE V.- PRESSURE DISTRIBUTION FOR THE MACA 64A010 AIRFOIL SECTION WITH A LEADING-EDGE SLAT AND A DOUBLE-SLOTTED FLAP RETRACTED

(a) Slat retracted

Airfull section lift coefficient, e ₇		0	۰	2 3	٥	.46	•	.67	0	.85	٥	-95	ı	.05	0.	.85
Chordedae Stackion (Persenti airfoil chord)	Upper	Lower	Sper	lone	Upper	Lower	-	Lower	Upper	Lower	Upper	Lover	Typer	Lower	Opper	Love
								8	let							
96.66.68.68.68.68.68.68.68.68.68.68.68.68	% इ.स.च्हेन्ड इ.स.च्हेन्ड इ.स.च्हेन्ड	0.06 -73 -84 -82 -83 -83 -93 -93 -73 -73 -73 -73 -73 -73 -73 -73 -73 -7	DESTREAT PRINCIPA	0.73 .36 .36 .37 .36 .04 .19 .05 .19 .19 .05 .19 .19 .19 .19 .19 .19 .19 .19 .19 .19	0.1.99 -1.26	***************************************	-1.86 -3.20 -2.29 -1.96 -1.69 -1.44 -1.27 -1.66 -2.66	अञ्चल हर्म अञ्चलक	+ .66 + .4.89 + .89 + .89 4.69 4.69 4.41 4	858884448888	252554 444444 252554 254	्रम् ३९९९ अस्त्र स्टब्स् १९९९ अस्त्र स्टब्स्	5.95 5.57 5.59 5.59 5.59 5.59 5.59 5.59	-0.50 -0.50	4.55 -1.55 -2.57 -2.57 -2.56 -2.56 -1.56 -	1777
		'				-		Marcha o	drfoil							
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TABLE V.- PRESSURE DISTRIBUTION FOR THE NACA 64A010 AIRFOIL SECTION WITH A LEADING-EDGE SLAT AND A DOUBLE-SLOTTED FLAP RETRACTED - Concluded

(b) Slat extended (optimum position for the model with no trailing-edge flap; $8_8 = 25.6^{\circ}$, $x_8 = 9.2$, $y_8 = 8.7$, gap = 1.60)

Airfoll section lift wonfficient,		0.00.	۵.	k _T	0	Lgk	2	. y i	3		1	.87	1	.gk	1	.fiz
Charleton Shatten (Paramet atrifet) charl)	Ugger	Lower	Typer	Lower	Upper	Lower	Upper	Lover	Spec	Lover	Tipper.	Long	Oppor	Lower	No.	Louis
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0 . 1 . 1 . 1 . 1 . 1 . 1 . 1 . 1 . 1 .	SESECT SPEEDS	· · · · · · · · · · · · · · · · · · ·	4.39.39.4 4.39.39.4 4.39.39.4	*************************************	838985 1486888	9.35 N. 19.19.19.19.19.19.19.19.19.19.19.19.19.1	6444444, 444444444444444444444444444444	४ वेर के के के के के वेर के	क्रक्रक्र । क्रक्रक्र अध्यक्षित्र । विश्वविद्य	6.1	PARACA PARACA	***************	等を持ちます。 からをきるを	11.778.00 SA TIRE F. S.	本本本の 本本本の 本本本の 本本本の 本本本の 本本本本本本本本本本本本本	0.84 1.00 1.00 .01 .01 .01 .01 .01
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TABLE VI.- PRESSURE DISTRIBUTION FOR THE NACA 64AO10 AIRFOIL SECTION WITH A LEADING-EDGE SLAT AND A SPLIT FLAP DEFLECTED 60°

(a) Slat retracted

Airfull section lift confficient, c ₁	.5	19		73	1.	.18	1.	.46	L	.61	1	.ŢI	1.	-179	1.	.86
Churdries Station (Percent sirfuil shord)	Ogger	Lower	Ugger	Lower	Ugger	LOWER	Upper	Lower	Opper	Lower	Орума	Lower	Upper	Lower	Upper	Lower
- CO. C.							æ	lat								
0 .33 1.77 3.4 5.1 6.8 13.5 15.3 16.78	18.888.99 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	444444444444444444444444444444444444444	51245599	0.47 31.48 1.45 1.65 1.65 1.65 1.65 1.65 1.65 1.65 1.6	44.00 55.90 	នៃនេះមាន ខេត្ត	-3.84 -3.75 -3.75 -4.75	RESERVED S	\$955848 \\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\	0.899.899.899.999.999.999.999.999.999.99	\$488888 \$488888 \$44444	0.000 0.000	-1.95 -2.04 -2.09 -2.06 -2.06 -2.16 -2.17 -2.17 -2.17	0.60 .86 1.00 .99 .85 .83 -37 -1.55	1.90 1.14 4.44 4.44 4.44 4.44 4.44 4.44 4.4	G\$884444999
							Media A	irfoil								
55679959898558888559888855 5567995588888888888888888888888888888888	8 PSTEERING BULL STREET		0 6 6 6 7 7 7 7 7 6 6 8 8 8 8 8 8 8 8 8 8	0.14 .07 .00 .09 .09 .10 .18 .86 .80 .45 .45 .60 .60 .45 .45 .45 .45 .45 .45 .45 .45 .45 .45	0 - 1	4 4 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	0.12 232 252 253 253 254 254 254 254 255 255 255 255 255 255	6. 174. 图象并及对对各种的现在分词作用,现象是是是	0. 13. 14. 15. 14. 15. 15. 15. 15. 15. 15. 15. 15. 15. 15	0 84 enne	0.00 -133 -139 -134 -134 -134 -134 -134 -134 -134 -134	-0.03 -70 -87 -87 -87 -87 -87 -87 -87 -87 -87 -87	0.13 .99 .569 -1.96 -1.96 -1.98 -1.18 -1.19 -1.1	-0.12 -0.12 -0.73	0.19 -13 -148 -120 -138 -148 -148 -148 -148 -148 -148 -148 -14	A PEL SENSESPERSE PER PER PER PER PER PER PER PER PER PE

TABLE VI.- PRESSURE DISTRIBUTION FOR THE NACA 64A010 AIRFOIL SECTION WITH A LEADING-EDGE SLAT AND A SPLIT FLAP DEFLECTED 60° - Concluded (b) Slat extended (optimum position for the model with split flap deflected 60° ; $\delta_{\rm g} \approx 29.1$, ${\bf x}_{\rm g} = 8.2$, ${\bf y}_{\rm g} = 9.3$, ${\bf g}_{\rm sp} = 1.25$)

Airfull section lift scofficient.	1.	25	1.	69	g.	09	2,	45	g.	er er	2.	77	g.	B1.	٤.	80
C1							i i		1							
Chordries Station (Percent sirfull obord)	Upper	Logue	Оррег	Lower	Upper	Lower	Opper	Loger	Ogges	Lower	Upper	Lower	Opper	Lower	Upper	Lower
							5	lat	•	•——						
0 . kg . cg 1.77 2.77 3. k 4.79 5.11 6.8 10.2 13.6 17.3 16.78	वेश्वस्थान । विस्वस्थान	1. NO 50 50 50 50 50 50 50 50 50 50 50 50 50	0.59 26 16 19 19 19 19 19 19 19 19 19 19 19 19 19	0.55 29 27 29 29 29 29 29 20 30 30 30 30 30 30 30 30 30 30 30 30 30		38584KF544K4	-3.54 -1.13 -1.66 -2.60 -2.60 -2.66 -2.66 -2.66 -2.66 -2.66 -2.66	0.67 .94 1.00 .96 .90 .79 .17 .66	-5.71 -6.66 -5.96 -3.83 -3.83 -3.83 -4.86 -4.79 -4.68	0.18 .74 .99 1.00 .96 .81 .77 .77 .77	\$\$\$\$\$\$\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\	-0.68 -0.68 -0.60	9.98 9.98 1.38 1.38 1.38 1.38 1.38 1.38 1.38 1.3	-0.90 A 99 B 97 B 88 B 7 B 9 B 9 B 9 B 9 B 9 B 9 B 9 B 9 B 9	\$825644 S888435	-1.05 .12 .87 .97 .91 .83 .83 .83 .83 .83
							Hein A	irioil								
5 5 5 5 19 11 12 22 23 29 12 25 25 25 25 25 25 25 25 25 25 25 25 25	14 - 1066 14 - 12 - 12 - 12 - 12 - 12 - 12 - 12 -	BBBBBBBBBBBBBBBBBBBBBBBBBBBBBBBBBBBBBB	4. 14. 4. 14. 14. 14. 14. 14. 14. 14. 14	A NE STORMAN SERVICE SERVE	ನ್ನ ಇನ್ನು ಕಣಕ್ಕೆ ಸ್ಥಾನಕ್ಕೆ ಪ್ರಭಾವಿಗಳು ಪ್ರಭಾಗಿಗಳು ಪ್ರತಿಗಳು ಪ್ರಭಾಗಿಗಳು ಪ್ರಭಾಗಿಗಳು ಪ್ರಭಾಗಿಗಳು ಪ್ರಭಾಗಿಗಳು ಪ್ರಭಾಗಿಗಳು ಪ್ರತಿಗೆಗಳು ಪ್ರಭಾಗಿಗಳು ಪ್ರಭಾಗಿಗಳು ಪ್ರಭಾಗಿಗಳು ಪ್ರಭಾಗಿಗಳು ಪ್ರಭಾಗಿಗಳು ಪ್ರಭಾಗಿಗಳು ಪ್ರಭಾಗಿಗಳು ಪ್ರಭಾಗಿಗಳು ಪ್ರತಿಗೆಗಳು ಪ್ರಭಾಗಿಗೆಗೆಗೆಗೆಗೆಗೆಗೆಗೆಗೆಗೆಗೆಗೆಗೆಗೆಗೆಗೆಗೆಗೆಗ	वेववेववेक्ष्रेक्ष्रेक्ष्रेक्ष्यं क्ष्यं हे	4 . 454.454.454.454.454.454.454.454.454.	19 88 8889999999988888899999	T. 47-17-1444-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1	100 900 900 900 900 900 900 900 900 900	T. PARTERENTER BREEF STO	4444685488438685888 38 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	\$\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\	14. 18. 19. 19. 19. 19. 19. 19. 19. 19. 19. 19	4 - 5 8 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	10. 30. 523448888884283. 534

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TABLE VII. - PRESSURE DISTRIBUTION FOR THE NACA 64A010 AIRFOIL SECTION WITH A LEADING-EDGE SLAT AND A DOUBLE-SLOTTED FLAP DEFLECTED 52.7°

(a)	Slat	retracted	L
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Airfull, southur lift, soufficient, e)	1.	1	L	.	1.	80	8.	93	₽.1	n	1.	55	•	۵۵	. •	3
Completion Standing (Personni education adapted)	-	Low	Tipe:	ı	•	Leen	Ton	i.	liper:	Love	-	lowe	-	Lower	-	I.com
· P	\$\$\$\$\$\$\$: \$\$\$\$\$\$\$	************	Sedable beable	· · · · · · · · · · · · · · · · · · ·	-0.00 -0.00	HEERSTERNING .	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	* * * * * * * * * * * * * * * * * * *	4.00 4.00 4.00 4.00 4.00 1.00 1.00 1.00	PARTER PROPERTY.	4.50 4.50 -1.50 -1.50 -1.50 -1.50 -1.50 -1.50 -1.50 -1.50 -1.50 -1.50 -1.50	24 89 28 84 4 13 5 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	7.145 4.15 4.15 4.15 4.15 4.15 4.15 4.15	Part Branch	さる うちの うちの うちの うちの うちの うちの うちの うちの	95.70
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							linds .	714								
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TABLE VII. - PRESSURE DISTRIBUTION FOR THE NACA 6 A010 AIRFOIL SECTION WITH A LEADING-EDGE SLAT AND A DOUBLE-SLOTTED FLAP DEFLECTED 52.7° - Concluded (b) Slat extended (optimum position for the model with double-slotted flap deflected 52.7° ; $\delta_{\rm B} = 26.1^{\circ}$, $x_{\rm B} = 7.9$, $y_{\rm B} = -8.1$, gap = 1.10)

Atripil medica 1174 conflicted, a ₁	9.	•	9.0	*	1.	n	9.4	θT	3.4	a .	24	*	1.	•	3.4	8
Airthill sentine 110-benefits and 110-benefits and 110-benefits and 110-benefits airthill about 1	, idea	Lagre	-	_	٠,,	less	-	Lapar	-	1	-	<u></u>	-	Lower	144-7	1
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9 N 3 1 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3	の大型を装を発きです。 サイル・カード・アード	Presentation .	4-14-4-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-	6分分除的食物的食物	0.13635 44.39 7.30 7.30 7.30 7.30 7.30 7.30 7.30 7.30	S.C. William St. B.C. B.	· 1144 を付かかかり	おおのないないないのの	のライナー の で で で で で で で で で で で で で で で で で で	日本年代をおおにはお	*****	**********	李年李李章 李年 李子	· 183 184 184 184	大学ないではないからからから A	ibit bil bill bie bie

TABLE VIII. PRESSURE DISTRIBUTION FOR THE NACA 64A010 AIRFOIL SECTION WITH A LEADING-EDGE SLAT AND NO TRAILING-EDGE FLAP. INTERMEDIATE SLAT POSITIONS BETWEEN RETRACTED AND EXTENDED TO $x_B = 9.2$, $y_B = -8.7$, GAP = 1.60, $\delta_B = 25.6^{\circ}$

Airfoil section lift coefficient, 0)	-0.0	12	0.4	n.	0.1	2	0.6	98	0.9	1 0	1.0	ग	1.1	ı.	0.9	8
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								80.	rt							
0 .43 .65 1.7 2.75 3.4 1.25 4.29 5.1 6.8 10.8 13.6 15.5	9.50 9.50 9.50 9.50 9.50 9.50 9.50 9.50	- 86 - 88 - 88 - 88 - 87 - 77 - 77 - 77 - 77	24 58 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	3.54288888545 3.542888888	637798888 648889 648889	0.68 39 30 30 30 31 31 31 31 31 31 31 31 31 31 31 31 31	989 999 999 999 999 999 999 999 999 999	99.00 17.00	23.75 P. 18.85 P. 15.75 P. 18.85 P. 15.75 P. 15.	0.86 .99 .89 .89 .49 .47 .47 .43 .43 .43 .43 .43 .43	22.25.25. 82.25. 82.	444 444 444 444 444	6644978 6444978 644477 644474	-0.0% -66 -99 -99 -78 -60 -3-80 -3-80 -4-00	1.13 1.13 1.13 1.13 1.13 1.13 1.13 1.13	0.89 .99 .80 .77 .57 .29 .29 .20 .20 .20 .20 .20 .20 .20 .20 .20 .20
								Main	airfoil							
55.6 Tue.5 200 500 500 500 500 500 500 500 500 500		-0.00 -1.42 -0.00 -1.42 -0.00 -1.42 -0.00 -1.42 -0.00 -1.42 -0.00 -1.42 -0.00 -1.42 -0.00	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	-0.1488 -0.14888 -0.1	C	. क . ब्रु. न्द्र हु छु भूभ भूभ छु छु द्र हु छ	-0.60 -1.68 -1.97 -1.97 -1.97 -1.97 -1.97 -1.99 -1.90	, a	-0.4	្នៃ អនុ រក្សាសម្ដងមិនខ្លួននៃនៃនៃ	0 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	0 8 P 6 P S S S S S S S S S S S S S S S S S S	0.15.3991259413941394139413BBBBBBBBBBBBBBBBBBBBBBBB		-0.33 -1.53 -1.54	-0.00 -0.00

TABLE VIII.- PRESSURE DISTRIBUTION FOR THE NACA 64A010 AIRFOIL SECTION WITH A LEADING-EDGE SLAT AND NO TRAILING-EDGE FLAP. INTERMEDIATE SLAT POSITIONS RETWEEN RETRACTED AND EXTENDED TO $x_g = 9.2$, $y_g = -8.7$, GAP = 1.60, $a_g = 25.6^\circ$ - Continued (b) $a_g = 10.2^\circ$, $a_g = 4.2$, $a_g = 3.1$, gap = 0.45

Airfell mention lift conflictent, 01	-0.0	5	0.1	10	0.7	9	1.0	13	1.1	19	1,9	£8	1.3	13	1.2	6
Station Station (Purcent sirfoll shord)	Oliber	Lower	Upper	Lower	Upper	Lorer	Upper	Loper	Upper	Lower	Оррег	Lower	U <u>mpar</u>	Lower	Oppor	Lower
								80.4	rt							
0 . k3 . 27 2. 77 3. k 2. 27 4. 29 2. 1 4. 29 2. 1 10. 8 10. 8 17. 3 16. 78	-0.39 .89 .89 .73 .43 .90 .11 .00	1.84 -1.97 -1.80 -96 -81 -58 -75 -75 -56	0.99 .16 09 17 86 89 51 51 55 51	0.18 .04 .05 09 13 17 14 23 53 -1.53	0 1445 1417 145 145 145 145 145 145 145 145 145 145	9.48.48.48.48.48.48.48.48.48.48.48.48.48.	4.07 4.07 4.07 4.07 4.07 4.07 4.17 4.17 4.17 4.17	8.88.88.89.55.89.5	144-144-145-145-145-145-145-145-145-145-	0.55.00 0.55.0	######################################	0.15 0.15 0.16 0.16 0.16 0.16 0.16	-7.29 -7.12 -6.66 -1.19 -3.74 -3.21 -2.69 -2.35 -2.69 -1.63 -1.63 -1.93		**************************************	0.03 .70 1.00 .95 .71 .64 .89 .7.5 .89 .7.5 .89
								Phin	airfoil							
55-67.5 150 250 250 250 250 250 250 250 250 250 2	-0.7 -0.6 -0.5 -0.5 -0.5 -0.5 -0.5 -0.5 -0.5 -0.5	-0.07 -0.09	-0.66 -1.121-70 P. 1.10 8 8 11 11 15 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	-0.03 -0.03	-0.81 -46 -24 -1.06 -1.17 -1.20 56 56 56 56 56 56 56 56		-0.47 -1.90 -1.14	0.08 		0.57 	· · · · · · · · · · · · · · · · · · ·	0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.0	0.00 -452 -452 -452 -452 -452 -452 -452 -452	0.00 -	0 - 521685 5 d 5 d 7 1 8 6 6 6 6 6 7 7 7 7 9 8	

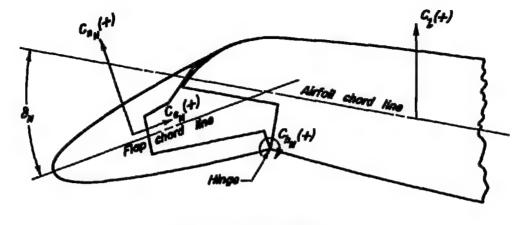
TABLE VIII.- PRESSURE DISTRIBUTION FOR THE NACA 64A010 AIRFOIL SECTION WITH A LEADING-EDGE SLAT AND NO TRAILING-EDGE FLAP. INTERMEDIATE SLAT POSITIONS BETWEEN RETRACTED AND EXTENDED TO $\mathbf{x_8} = 9.2$, $\mathbf{y_8} = -8.7$, GAP = 1.60, $\mathbf{8_8} = 25.6^{\circ}$ - Continued (c) $\mathbf{8_8} = 15.4^{\circ}$, $\mathbf{x_8} = 6.0$, $\mathbf{y_8} = -4.8$, gap = 0.30

Airfoil section lift coefficient, coefficient,	-0.4	08	0.:	36	0.1	Bio	l.:	18	1.	33	1.	6	l.	3 0	1.	13
Chardrise Station (paramet sirfoil chord)	Ugger	Lorer	Uggar	Lower	Ugper	Loper	Upper	Lowr	Upper	Lower	Upper	Lower	Oppor	Lower	Dyper	Loss
								60.	ıt.							
0 .89 1.7 2.77 3.4 4.27 5.3 6.8 10.2 15.3 16.78	-1.68 -95 1.00 -86 -74 -64 -95 -20 -80	-2.84 -2.36 -1.36 -1.29 -1.00 -17 -80 -36 -37 -37	0.68 .50 .31 .17 .09 .04 .128 .42 .75	-0.54 -54 -37 -36 -38 -38 -38 -38 -38 -38 -38	0.69 .48 -1.02 87 86 82 83 87 97 -1.08	0,79 .64 .86 .90 .30 .23 .16 .04 .23 90	1.34 3.45 4.47 4.47 4.47 4.47 4.47 4.47 4.47 4	0.55 1.85 5.56 5.56 5.56 1.57 1.57	74 74 88 8 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	0.68 -97 -99 -98 -59 -79 -24 -1.18 -3.71	-5.94 -5.95 -5.85 -3.48 -3.48 -2.69 -2.99 -2.99 -2.99	0.26 -81 1.00 -99 -81 -10 -66 -61 -133 -1.09	6.80 -6.53 -3.75 -3.75 -3.25 -2.76 -2.76 -2.22 -2.11 -2.10	0.33 .70 1.00 1.00 .95 .84 .75 .89 .89	-7.50 -7.50 -6.94 -1.69 -3.89 -3.39 -2.88 -2.87 -2.17 -2.23 -2.50	-0.0 .6 1.0 1.0 .9 .8 .7 .7 .7 .7 .7
								Mada	mirfoll.							
7 16 7 10 11 15 20 20 20 20 20 20 20 20 20 20 20 20 20	* 689225488888884477888688	-0.08 -66 -129 -129 -129 -129 -129 -129 -129 -129	**************************************	-0.26 -0.05	-0.8e -1.99 -1.85 -1.27 -1.26 -1.95 -1.26 -1.95 -1.26 -1.95 -1.26 -1.95 -1.26 -1.95 -1.27 -1.26 -1.26	0	-0.80 -1.186 -1.100 -1.000 -1.	0.66 .57 .84 .55 .52 .52 .53 .53 .53 .53 .53 .53 .53 .53 .53 .53	-0.49 -1.99 -1.1	0.05 .86 .77 .78 .36 .36 .31 .11 .11 .11 .11 .11 .11 .11 .11 .11	0	0.39 - 77.61 77.62 75.12 75.13 77.52 20.61 15.14 1.06 10.05	0	0.31 5.50 T.835.35 F.33333333444.15665	9	

TABLE VIII.- PRESSURE DISTRIBUTION FOR THE NACA 64A010 AIRFOIL SECTION WITH A LEADING-EDGE SLAT AND NO TRAILING-EDGE FLAP. INTERMEDIATE SLAT POSITIONS RETWEEN RETRACTED AND EXTENDED TO $x_B = 9.2$, $y_B = -8.7$, GAP = 1.60, $\delta_B = 25.6^{\circ}$ - Concluded (d) $\delta_B = 20.5^{\circ}$, $x_B = 7.7$, $y_B = -6.7$, gap = 0.80

Adrioil section lift coefficient, s;	0.10		0.96		1.01		1.33		1.58		1.79		1.77		1.69	
Charthripe Station (Purcent sirfuil shard)	Upper	Lover	Ugger	Lower	Upper	Lower	Upper	Loper	Upper	Lower	Oppor	Lower	Upper	Lower	Oppor-	Lower
	flet															
0 .587 P. 4 .597 P. 4 .59 P. 4	1.99 1.80 1.80 1.80 1.80 1.80 1.80 1.80 1.80	-2.57 -2.56 -1.56 -1.60	0.75 .56 .33 .30 .55 .83 .83 .83 .83 .83 .83 .83 .83	0.98 0.98 0.48 0.48 0.48 0.48 0.48 0.48 0.48 0.4	0.64 -1.13 -97 -99 -1.99 -1.99 -1.99	**************************************	100 100 100 100 100 100 100 100 100 100	***************************************	588858 STESS	25 38 28 25 56 68 25 24 1 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	**************************************	0.13 -74 1.00 1.00 998 -75 -73 -87	でする。 です。 でする。 です。 でする。 です。 でする。 でする。 でする。 でする。 でする。 です。 で。 です。 です。 です。 で。 で。	-0.19 -0.60 -97 1.00 -0.75 -75 -75	SCH898	न्यसङ्ग्रह्मसङ्ग्रह्म
Main scirfoil.																
5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	多。 多万里里的几乎可以与此的更具然是打造的 500	-0.07 53 09 09 14 14 14 15 09 00 00 00 00 00 00 0	-0.81 -54 -1.09 -1.09 -1.10 -9.0 -1.10 -9.0 -1.10 -9.0 -1.10 -9.0 -1.10 -9.0 -1.10 -9.0 -1.10 -9.0 -9.0 -9.0 -9.0 -9.0 -9.0 -9.0 -9.	्रे ११३१ - १३३१ - १९४५ - १९४ -	1.93 1.73 1.73 1.73 1.23 1.23 1.23 1.23 1.23 1.23 1.23 1.2	0 74 86 88 99 84 12 12 12 12 12 12 12 12 12 12 12 12 12	-1.18 -1.01 -1.13 -1.33 -1.00 -1.84 -1.11 -1.00 -7.11 -1.00 -1.11 -1.00 -1.11 -1.00 -1.11 -1.00	0.05 .90 .90 .71 .77 .50 .25 .20 .18 .17 .17 .17	-1.50 -1.50	0.07 0.99 0.07 0.99 0.07 0.99 0.07 0.07 0.09 0.07 0.07 0.09 0.07 0.	-0.67 -1.78 -2.89 -2.85 -1.50 -1.80 -1.90 -1.90 -1.90 -1.10 -1.00	0.07 994 82 10 934 15	-0.66 -1.67 -2.13 -2.56 -2.51 -1.44 -1.25 -7.50 -2.36	0.6-1994 - 814455545 - 8984 - 176 - 1894 - 1894 - 1894 - 176 - 1894 - 1894 - 1894 - 176	-1.70 -3.16 -3.16 -3.16 -2.26 -1.19	6 183 4888485894888893868

28 NACA TN 3220



Leading-edge flap

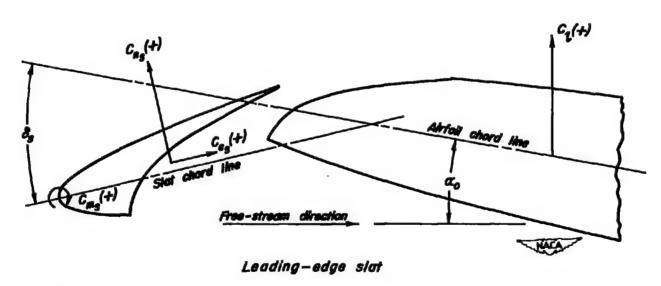


Figure 1.- Sign convention and reference axes for the various force and moment coefficients.

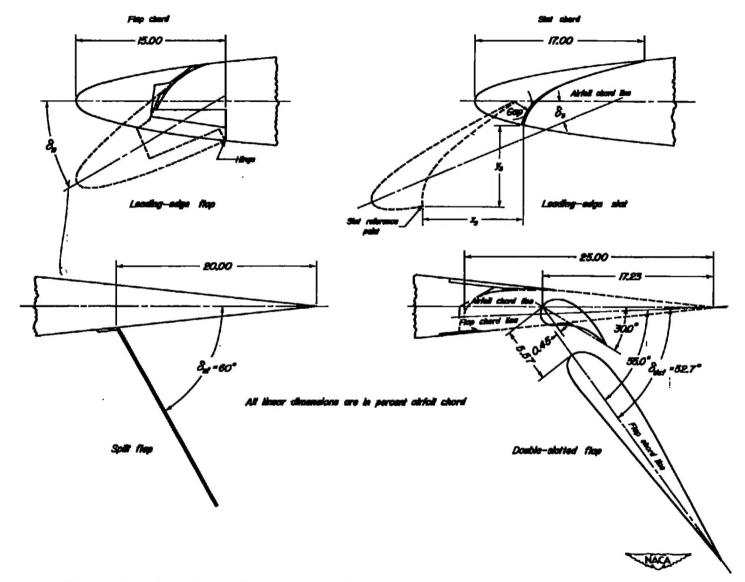
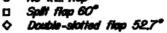


Figure 2.- Geometry and reference dimensions for the various high-lift devices.





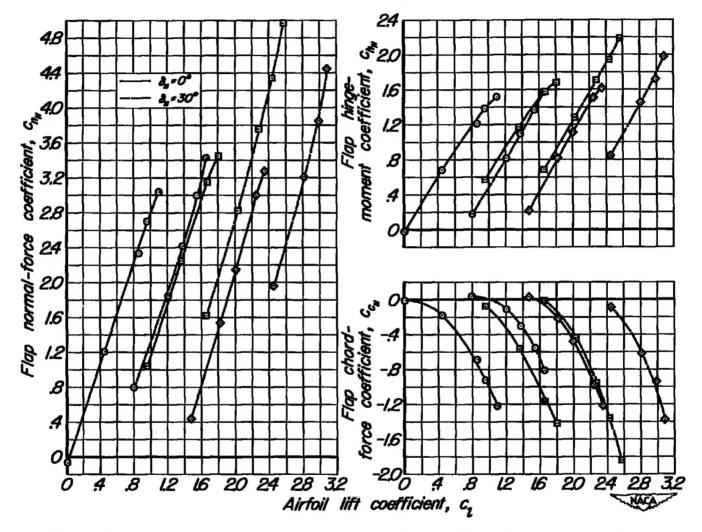


Figure 3.- Section force and moment characteristics of the leading-edge flap.

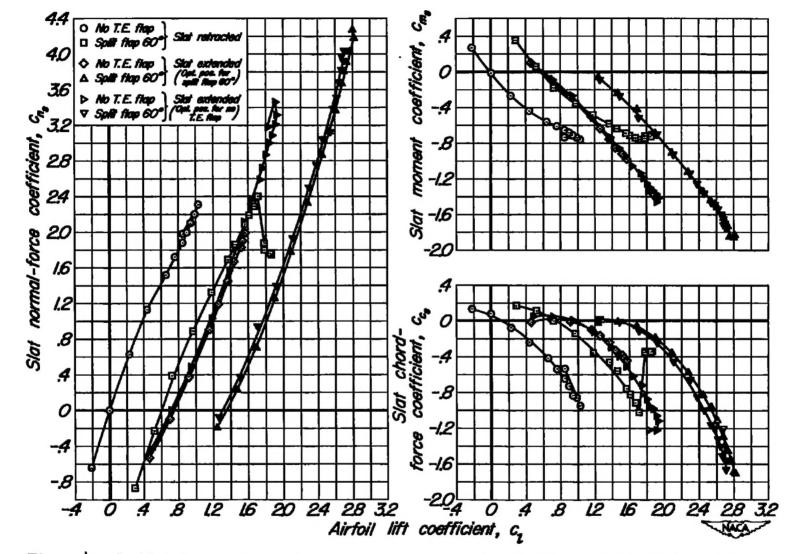


Figure 4.- Section force and moment characteristics for the leading-edge slat; no trailing-edge flap; split flap deflected 60°.

NACA TN 3220

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1.6

tue24 20 20

normal-force

Slat

Figure 5.- Section force and moment characteristics for the leading-edge slat; no trailing-edge flap; double-slotted flap deflected 52.70.

16